

The China Mail.

Established February, 1845.

Vol. XLVI. No. 8711.

號七十年九百八十一英

HONGKONG, WEDNESDAY, DECEMBER 17, 1890.

日六初月一十年寅庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, J. & J. Clement's Lane, Lombard Street, E.C. G. GEORGE STREET & CO., 20, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 57, Walbrook, E.C. SAMUEL DRAKE & CO., 150 & 154, Leadenhall Street. W. M. WILKINSON, 153, Cannon Street, E.C. ROBERT WATSON, 153, Fleet Street.

PARIS AND EUROPE.—AMERIQUE PRINCE, 36, Rue Laffitte, Paris.

NEW YORK.—J. T. TARRANT HATTER, THE CHINESE EXAGNET OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE AROMATICS CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—M. A. A. DE CRUZ, Amoy, N. MOALE, Fuchow, Hsueh & CO., Shun-wei, Lantau, Crawford & CO., and KELLY & WALKER, Yokohama, LING CRAWFORD & CO., and KELLY & CO.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$2,000,000.
PAID-UP CAPITAL.....\$58,000.

LONDON: Head Office, 40, Threadneedle Street. West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS: Fixed for 12 months, 5 per cent. per annum.

" 6 " 4 " " 3 " 3 " " 3 " "

ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

B. W. RUTTER, Manager.

Hongkong, September 4, 1890. 1362

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$8,168,062.50
RESERVE FUND.....\$5,482,127.50
RESERVE LIABILITY OF \$8,168,062.50
PROVISIONS.....\$8,168,062.50

COURT OF DIRECTORS.
Chairman—L. D. DALBYNELL, Esq.
Deputy Chairman—J. S. MOSES, Esq.
T. E. DAVIDS, Esq.
W. H. FORBES, Esq.
H. HOPKINS, Esq.
Hon. J. J. KERSWICK,
Alex. McCONACHE, Esq.

CHIEF MANAGER.
Hongkong, T. JACKSON, Esq.
MANAGER.
Shanghai, JOHN WALTER, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON, Chief Manager.

Hongkong, September 11, 1890. 363

NOTICE
RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
THOMAS JACKSON,
Chief Manager.

Hongkong, May 13, 1890. 754

Intimations.

VICTORIA REGATTA—1890.

THE COMMITTEE having procured the HONGKONG MARINA COMPANY'S FLOATING HOTEL as FLAGSHIP, request the pleasure of the COMPANY on Board on the 18th and 19th Instant, the occasion of the Annual Regatta.

Through the Courtesy of Mr. GILLIES, the Pilot Fish will leave Pedder's Wharf on each day for the FLAGSHIP at 12 Noon, and 12.45 p.m.

SUBSCRIBERS wishing to obtain Tickets for the Flagship should apply to the Hon. Treasurer (Mr. R. T. WRIGHT), Hongkong and Shanghai Bank. MEMBERS can obtain Tickets admitting to the Flagship from the STEWARD, Victoria Recreation Club, or the Hon. TREASURER upon application.

GODFREY C. G. MASTER,
Hon. Secretary.

Hongkong, December 13, 1890. 2139

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that the FIRST CALL of FIVE DOLLARS (\$5) per Share on Shares in the above Company is payable to the HONGKONG & SHANGHAI BANKING CORPORATION on or before MONDAY, the 19th January, 1891.

INTEREST at the Rate of 1% per Annum will be charged on all Call-overdue.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 16, 1890. 2167

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W. H. FORBES, Esq.

H. HOPKINS, Esq.

John J. KERSWICK,

D. R. SASSON, Esq.

Esq.

CHIEF MANAGER.

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MANAGER.

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Mails.

To-day's Advertisements.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT'S POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ;
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLE, AND PORTS
OF BAGHDAD, AND LA PLATA;
ALSO.

LONDON, HAVRE AND BORDEAUX.

TO-MORROW, the 18th December, 1890, at Noon, the Company's S.S. MELBOURNE, Commanded by PAUL, of MAILS, PASSENGERS, SPECIE, and CARGO, will leave that Port for the above places.

Gargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 17th December, 1890. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, December 17, 1890. 2083

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILES FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

ABYSSINIA—SUNDAY, 21st Dec.

PARTHIA—TUESDAY, 29th Dec.

BATAVIA—SUNDAY, 25th Jan.

THE Steamship ABYSSINIA, Captain J. WILLIAMSON, R.N.R., sailing at Noon, on SUNDAY, the 21st December, will proceed to VANCOUVER, via INLAND SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG FIRST CLASS.

To Vancouver and Victoria \$210.00

To Port Townsend, Seattle, Tacoma \$213.00

To Portland, Oregon \$220.00

To Winnipeg, Minneapolis, St. Paul \$260.00

To Chicago, Kansas City, Milwaukee \$275.00

To St. Louis, Detroit, Cincinnati, \$28.00

To Hambleton, Kingston, London, Ont., Ottawa, Toronto, Montreal, New York, Albany, Bafal, Niagara Falls, Baltimore, Philadelphia and Washington, \$290.00

To Quebec, Boston, Portland (Maine) \$295.00

To Halifax, St. John \$305.00

To Liverpool \$325.00

To London via Liverpool \$330.00

To Paris and Bremen \$345.00

To Havre and Hamburg \$35.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—

6 months at 25 per cent, off Return Fare

3, 50 per cent.

(Times is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passenger to Pacific Coast Points and Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who reembark within 12 months from date of landing at Vancouver will be allowed 10 per cent, off the return fare.

Prepaid return tickets to European Points will be issued available for 12 months at double fare (Mexican Dollars).

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES OF GOODS FOR UNITED STATES Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to our office with address marked in full by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, December 16, 1890. 1991

Intimations.

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGEURS'S CELEBRATED BINOCULARS AND TELESCOPES, Ritchie's LIQUID & OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE, Christofle & Co.'s ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS AND DIAMOND JEWELLERY, A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FORMERLY should be at hand, Orders for REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 26, 1885. 1456

BILL PROGRAMMES
FOR SALE.

13 NEW SHEETS AND PATTERNS.

CHINA MAIL OFFICE,

2, WINDHAM STREET.

NOTICE.

VICTORIA REGATTA, 1890.

BY Arrangement with the VICTORIA RECREATION Club, the FLOATING HOTEL, belonging to the Hongkong Marine Hotel, Limited, will be used as FLAGSHIP at the Regatta.

Admission, ONE DOLLAR each per day. Children half-price—Ladies three—Gentlemen holding Tickets from the V. R. Club free.

REFRESHMENTS, including MEALS provided at the usual Charges.

Tickets may be obtained on board the Launches, which will run at frequent intervals from Pedder's Wharf—Return fare, Twenty-five Cents.

NO CHITS taken.

By Order of the Board of Directors,

J. A. BARRETO,
Secretary,

Hongkong Marine, Limited.

Hongkong, December 17, 1890. 2161

NOTICE.

VICTORIA CHARTER, No. 525.

THE First Regular MEETING of the DISTRICT GRAND CHAPTER OF HONGKONG AND SOUTH CHINA will be held in the FARRINGTON HALL, Zealand Street, on SATURDAY, the 19th Instant, at 8.30 for 9 p.m., especially All Royal Arch Masons Members of this Chapter are cordially invited to attend.

Hongkong, December 17, 1890. 2160

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction, on SATURDAY,

the 20th day of December, 1890, at 2 p.m., at 'Hampton House,' No. 52, Queen's Road East.—(Under Writ of Execution).

THE HOUSEHOLD FURNITURE, &c., comprising—

TAPESTRY-COVERED DRAWING-ROOM SUITE, CENTER AND SIDE TABLES, MIRRORS, and PICTURES.

DINING TABLES, SIDEBOARDS, WHATNOT, CLOCHER, GLASS and PLATED WARE, GLASS BOOK CASES and CO. & CO.

DOUBLE and SINGLE IRON BEDSTEADS, DOUBLE and SINGLE WARDROBES, WARDROBES with GLASS DOORS, CHests of DRAWERS, BEDROOM and WASHSTANDS, CLOTHES-COVERED BEDROOM COUCHES and CHAIRS.

ONE COTTAGE PIANO, by J. BRINSFORD & SONS.

ONE COOKING RANGE.

ONE ORGAN, INCOMPLETE.

ONE HARMONIUM.

THREE JINNOKSHAS.

&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, December 17, 1890. 2163

FOR SHANGHAI.

The Steamship Peking, Captain F. SCHULZ, will be dispatched for the above Port TO-MORROW, the 18th Inst., at 4 p.m.

For Freight or Passage, apply to

DOUGLAS LAPHAM & CO., General Managers.

Hongkong, December 17, 1890. 2172

FOR NAGASAKI (DIRECT).

The Steamship RIVERDALE.

Captain F. P. SHEPHERD—Master.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship Peking.

Captain ROACH, will be dispatched for the above Ports on SATURDAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, December 17, 1890. 2173

FOR NAKASAKI (DIRECT).

The Steamship RIVERDALE.

Captain MOORE, will be dispatched on an above

FRIDAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, December 17, 1890. 2174

FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship Activities.

Captain DAY, will be dispatched as above

FRIDAY, the 19th Instant.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, December 17, 1890. 2169

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship Guy Manning.

Captain FOON, will be

dispatched for the above

Port on or about the 16th January, 1891.

For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, December 17, 1890. 2170

PURE WINES.

WE beg to invite careful attention to

the following selection from our

Wine List, for we have succeeded in com-

bining purity and excellence of quality

with moderate prices.

SHERRY.

per case per bottle

VINO GENEROSO.—A

generous round wine,

green seal \$6.00 \$9.00

VINO DE PASTO—a

medium dry wine with

delicate flavour, red seal \$10.00 \$11.00

AMONTILLADO—a

high class natural wine for con-

noisseurs of Sherry, yellow

seal \$12.00 \$11.10

DELICIOSO—the very fin-

est sherry procurable, 6

years in bottle \$14.00 \$12.25

PORT.

Superior quality \$10.00 \$11.00

Invalid Port, gold seal \$12.00 \$11.00

Old Tawny, soft and mature,

black seal \$14.00 \$12.25

Specially selected old wine

\$20.00 \$17.75

BURGUNDY.

a full-bodied

Red Burgundy with

strong bouquet \$14.00 \$12.25

CHABLIS—Sauvignon White

Burgundy, full-flavoured

bouquet \$14.00 \$12.25

CHAMPAGNE.

AVIZE—a well matured,

specially dry wine \$18.00 \$17.75

LEMONIE—VIN-BRUT

—COUVE

We would remind our readers of Signor Majoroni's performance to-morrow.

The Stanley Opera Company repeat to-night the military drama 'Hold by the Enemy,' which was so well received on the last occasion.

A BAZAAR was held yesterday afternoon in the City Hall, in aid of the orphans under the care of the French Sisters in the Asile de la Sainte Famille. The tables were laden with numerous gifts of fancy and other work, which during the afternoon found a ready sale among a large number of visitors. Many of the ladies of Hongkong lent their assistance. Among the stall-holders were—Mrs. W. Forbes, Mrs. de Clappeaux, Mrs. Gome, Mrs. Keenick, Mrs. Bell Irving, Mrs. Barker, Miss Barker, Mrs. Dalrymple, Mrs. Gouyraud, Mrs. Simon, Mrs. G. Forbes, Miss Anderson, Mrs. Shepherd, Mrs. Just, Mrs. Macmillan, Mrs. de Sonnerville, Mrs. Murray Bain, Mrs. Richards, Mrs. Swindon, Mrs. Robertson, Miss Ryrie, Mrs. Jones Hughes, Mrs. Herrenmann, Miss Kneebone, Mrs. Mackintosh, Mrs. Ackroyd, Mrs. Lefcort, Mrs. Rovizzi, Miss Rovizzi, Mrs. Gouyraud, Miss Gouyraud, Mrs. Lamont, Miss Lamont, Mrs. Legge and Mrs. Lightwood.

The Amoy Times says that the British barque *Lucia*, now in port, has sold to Mr. Nils Moller of Shanghai for the sum of £4,000.

A GANG of robbers made a raid on the village of Ngoo Chun-Saik, situated about two miles from Amoy at about 4 o'clock on Wednesday morning last, and succeeded in robbing the villagers of about \$2,000.—Amoy Times.

An ACT to extend the provisions of the Chinese Restriction Act, viz., admitting one Chinese for every fifty tons, applicable to the Northern Territory only, was passed last by the Legislative Council of South Australia. The innovation was rejected by the Assembly, and the restriction continues in force as heretofore, viz., vessels being limited to one Chinese for every five hundred tons.

A LARGE and influential meeting was held recently at Mr. Quong Tart's rooms, Sydney, for the purpose of securing a restriction of the sale and use of opium in New South Wales. It was resolved that a deputation should wait upon the Government at an early date, and that in the meantime efforts should be made to obtain the co-operation of the other colonies in limiting the importation of the drug.

The estimates of the Japan Government for the 24th fiscal year amount to yen 80,676,000,421, of which yen 849,636,319 are for the Department for Foreign Affairs, yen 10,761,370,659 for the Home Department, yen 31,148,056,500 for the Financial Department, yen 13,092,720,376 for the War Department, yen 7,073,311,000 for the Navy Department, yen 4,664,008,400 for the Judicial Department, yen 1,125,533,262 for the Educational Department, yen 1,035,085,509 for the Agricultural and Commercial Department, and yen 6,487,442,787 for the Department of Communications.

The New York Chamber of Commerce has passed the following resolutions:—

Whereas, It is reported that negotiations are now pending between the Government of Japan and the United States Government for the revision of existing treaties between the two nations, which contemplate, among other provisions, relinquishing extra-territorial rights existing by which our citizens resident in Japan are subject to the laws of their own country; and

Whereas, In the judgment of this Chamber, such relinquishment would impel the interests of American citizens, many of whom own real estate and other property in the treaty ports of Japan;

Resolved, It is the judgment of this Chamber that such action at the present time would be inexpedient and unwise, and we respectfully protest against such action being taken.

Resolved, That a copy of the foregoing preamble and resolution be forwarded to the Secretary of State, with request for his immediate consideration.

The *Hyperion* News writes:—No work, no pay, applies to legislators as well as to other people. We read, therefore, that the members of the Lower House (of Japan) resolved on Wednesday to draw half their annual salary at once, viz. \$400,00, together with their travelling expenses from their place of election. How much of this \$400,00 we wonder will many of these gentlemen have to their credit by the time they have seen the New Year through. Fresh from the country, where their sober wishes never learned to stray, they find themselves at once in the Mecca of all Japanese. Having legislated for themselves, they turned to consider the Bill relating to lawyers. This measure contains 48 articles, and the Government hope to get it passed into law by the end of the year. It provides for the payment of a fee of yen 500 by all barristers practising in the Supreme Court (Daijin-ji), with an additional deposit, as security, of yen 200. For barristers in the Appeal Court the fee is yen 320, with yen 150 as security. In the provincial courts the fee and security are both yen 100. Yesterday the Budget was to be submitted to the Lower House, also a measure for bettering the condition of the poor.

THE 'NAMOA' PIRACY CASE.

MAGISTERIAL INQUIRY.

Mr. Wedhouse resumed his inquiry at the Magistracy to-day, into the 'Namo' piracy case. Mr. Wotton was present on behalf of the Douglas Steamship Co.

William Forbes Mackintosh, chief engineer, said—At 1 p.m. on the 20th I was in my room immediately under the bridge on the main deck. I was having tiffin. My attention was drawn to a noise on the deck by my little dog running out of my room and barking. I went out and saw a Malay quartermaster and a Chinaman scuffling. I thought the quartermaster was ill-treating the Chinaman and went aft to interfere, when I saw the Chinaman was armed. They were about 40 feet astern of my room, abreast of the funnel. The Chinaman had a revolver in his right hand. The Malay had hold of him by the left arm. The Chinaman's right hand was lowered against the Malay's person, when the revolver went off and the Malay fell on the

deck. I was about fifteen yards distant from them at this time. I came up between them when the Chinaman fired a shot at me which did not hit me. I made my way astern of the saloon and was fired at by several of the pirates on my way. As I was going into the saloon, I knocked against a pirate who was coming out. He put the muzzle of a revolver against my left breast, but I struck it up and the shot went over my face. I went into the saloon but saw nobody. The place was full of smoke. I called out 'Is there nobody here?' and Captain Pocock answered me from the boy's room, next to the pantry. He sang out 'Is that you, Mac?' I answered and we had some conversation about the situation. He remained in the boy's room and I was standing in the saloon just behind the captain's room. While we were talking four or five pirates came on the platform of the companion. They were all armed with revolvers. One of them came up two steps and the others remained on the top. They were dressed in ordinary Chinese garb. They were making a noise and firing occasional shots into the saloon. One of them was aiming at me as well as he could. I told him to stop. He did not, but I don't know what they wanted. A few minutes afterwards the carpenter and the No. 3 fireman came down. They are both Cantonese. They had a message to the Captain which I did not hear. They were directed by the pirates on the stairs. After their talking with the Captain for a minute or two the Captain sang out to me 'What do you think of this, Mac?' I said I did not hear and so could not say. I called the No. 1 fireman to ask him, but he could not speak, he was in such a funk. I then called the carpenter, and he told me the message of the pirates was that if the Captain and the chief engineer would allow themselves to be shut up in the Captain's room while they looted the ship they would not harm anybody. The Captain knowing I had gone to the engine room and was about to go away on the wind. That would take them to the mainland. We could only see them for a very short time as it was a very dark night. There was very little light in the engine room. The pirates all seemed to be well acquainted with each other, and there was nothing like quarrelling among them. As soon as I got out of the cabin I went down to the engine room. I found all the firemen there. All the fires were down and the ashes drowned. Everything was in order except that the firemen were in a very frightened state. They did not know that the pirates had left. None of them was hurt. I had the fire lit at once, and we were under way in about twenty minutes after I went down. The night was dark and there was a fresh N.E. wind. The second mate came in along with me. There were no others there. The Captain was conscious but hardly able to speak. He said 'Mac, Mac, this is dreadful.' I said I wished I had got the shot instead of him, and the last notion he made was to put him on masts and say 'No.' About a minute or so after I went into the room the passengers came in, and after them came the second and third engineers and the third mate. List of all, about ten minutes later Mr. Bridger, chief officer, came in. Before fastening the door the pirates asked us to give up all our valuables. I gave up nothing. I had gold shirt studs and shoe-links, but I did not give them up. I did not mean to give them up unless the pirates forced me. They did not make a search. The man who brought the officers in also brought them a Malay boatman as an interpreter, who informed us that the pirates intended to loot the ship. Through him I asked the man who appeared to be the headman—'For God's sake, let the ship,' so that they might clear out, and he made us do something for the Captain. The boatman replied—I don't know whether interpreting or not—that they could have any medicine that was in the ship to do any good for the Captain. I don't think the Captain gave up any valuables. His shirt studs were still in when he died. While I was in the cabin I could see the pirates engaged in plundering the ship. I could see them bringing the boxes up from the 'ween decks, smashing them up and taking out valuables. The plundering finished about 5.30, and then the packing up of the booty commenced. I saw two galvanized iron buckets and two rice baskets full of silver dollars. The plunder consisted chiefly of money and silk clothing. There was an immense quantity of silk clothing. I should say there was much more than four or five hundred pieces. After the plundering ceased they nailed a button across the cabin door leading into the saloon to prevent our getting out. They were very methodical in their preparations for departure. The greatest number of pirates that I saw at one time was from 18 to 20. After the first attack they went about very quietly. One man was directing the whole affair. I never lost sight of this man from the time we were shut up in the captain's room until it got dark. The general work of plunder went on all the time on the starboard side. I saw a little being done on the port side, but not in the same systematic way as on the starboard side. The man who directed operations was going about all over the ship. He was a little better dressed than the others, but there was nothing remarkable in his dress. All the pirates that I saw had two revolvers each. They were all bearded. A few of them had cutlasses—the ship's cutlasses I believe. I could see what the ship was doing all the time after I went into the Captain's room. She was kept on her course until half-past two, when the course was altered to bring Pedro Blanco about two points on her starboard bow. The effect of that would be to run us out to sea in a S.E. direction. On getting close up to Pedro Blanco the course was altered, and we passed the island on our port beam. That was between 3.30 and 4 p.m. After that I lost the run of the ship for an hour, and when I again took it up we were running straight for the Chinese mainland with Goat Island on our starboard bow. Up till four o'clock she was going full speed, but at that time the speed was reduced; about five o'clock there was a still further reduction of speed and an alteration of the course to about west so as to make our head for Mendoza. At 4 p.m. I saw one of our Malay quartermasters come out of the wheelhouse accompanied by two pirates, who stood beside him while he obeyed a call of nature, and then went back with him again to the wheelhouse. From this I inferred that this quartermaster was navigating the vessel. At one time I saw the pirate leader on the bridge. The first time I saw the leader was within two minutes after I was put into the cabin. He then came into the cabin with the boat-swain to tell us that if we kept quiet while they plundered the ship there would be no harm done to us. He also wanted to see if we were all there, because he asked us who we all were. He was wonderfully cool and very civil. He did not offer any violence to anybody. All the pirates paid great respect to him except one fellow, who apparently was annoyed at my catching the Chinaman by the arm when I asked him to clear out of the ship as soon as possible. The man I refer to gritted his teeth and yelled and flourished his revolver. The pirate leader took notice of it, and I think he was again. I am positive that I could recognize three of the men. I made a mental photograph of them with a view to their future identification. One

was the chief, another was the man who was gesticulating and the third was a man who was watching the ladder leading down to the 'ween decks. They commenced to blow the whistles about half-past six. They blew it five or six times, apparently a signal. It was answered by four junks coming off about ten minutes after the first blast of the whistle. The whistling extended over a quarter of an hour. At the same time as the whistling commenced they took in the sidelights. The lights had been lit about sunset, but I did not see by whom. The pirates took them in so that they could not be seen from the sea. When they first began to blow the whistle we were under Mendez and to the leeward of it. The four junks came alongside. They did not come from any place frequented by junks. They were ordinary large fishing junks of Hongkong build. They were two-masted and just like the large-sized fishing junks, one seen at Shaukiwan. I don't think anybody came on board from the junks. The first junk was considerably in advance of the others, and there was more attention paid to her than to the others. I think she took the more valuable portion of the plunder. The first junk left almost as soon as the second came alongside. It was a long time after the engines stopped that the anchor was put down; I think it must have been about 7.30 when it was let go. About an hour afterwards all the junks had gone and the pirates went with them. They had a message to the Captain which I did not hear. They were directed by the pirates on the stairs. After their talking with the Captain for a minute or two the Captain sang out to me 'What do you think of this, Mac?' I said I did not hear and so could not say. I called the No. 1 fireman to ask him, but he could not speak, he was in such a funk. 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Mails.
Occidental & Oriental Steamship Company.

Carrying CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS,

AND ATLANTIC & OTHER CONNECTING STEAMERS.

The Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama and Honolulu on FRIDAY, the 19th December, 1890, at 3 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and memo will be received at the Company's Office until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco, \$25.00

To San Francisco and return, 300.75

available for 6 months.

To Liverpool, 325.00

To London, 332.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China to Japan or Europe.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, in Section, Etobicoke, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 384, Queen's Head Central, C. D. HARMAN, Agent.

Hongkong, December 10, 1890. 2024

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 21st day of December, 1890, at 11 a.m., the Company's S.S. *SACHSEN*, Captain K. v. Gieser, with MALES, PASSENGERS, SPECIE and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Nov. 25th, will be received on board until 3 p.m. on the 20th December. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to

MELCHERS & CO., Agents, Hongkong, November 24, 1890. 2009



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSHALLS, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *THAMES*, Captain W. A. SATOR, with Her Majesty's Mail, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 25th Instant, at Noon.

Will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Will be sent either via Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contracts and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSHALLS.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, December 15, 1890. 2156

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and TOUCHING at YOKOHAMA and SAN FRANCISCO.

THE U. S. MAIL Steamship, CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 30th December, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlanta, and Inland Cities of the United States, via Overland Railways, to Uvaluna, Thailand, the甸那南, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Through Passage Letters granted to England, France, and Germany, by the trans-Atlantic Lines of Steamers.

First-class Fares granted as follows:—

To San Francisco, \$25.00

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Hongkong, December 10, 1890. 2024

Mails.

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Underwriters, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NOTGOM & CO., Agents.

Hongkong, July 15, 1890. 1840

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & CO., Agents.

Hongkong, November 14, 1890. 1854

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NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

BY ERNEST J. EITEL, PH.D., TUBINGEN.

THIRD EDITION,

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1894.

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RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALEXIS MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JAMES CANTLIE,

Hon. Sec. to the College.

Hongkong, August 7, 1894.

SAILOR'S HOME.

ANY Cast-Off CLOTHING, FOODS, or

PAPERS will be thankfully received at the Sailor's Home, West Point.

Hanover, July 25, 1887.

SAILOR'S HOME.

ANY Cast-Off CLOTHING, FOODS, or

PAPERS will be thankfully received at the Sailor's Home, West Point.

Hanover, July 25, 1887.

SHIRES LIST—QUOTATIONS—DECEMBER 17, 1890

Stocks Nos. of Shares

Paid Value Closing Quotations Cash.

BANKS \$125 \$25.00

Marine Insurance Co., Ltd. 10,000 25.00

Marine Insurance Co., Ltd. 24,000 25.00

James Insurance Co., Ltd. 1,000 25.00

North China Insurance Co., Ltd. 5,000 25.00

Shots Insurance Co., Ltd. 10,000 25.00

Union Insurance Society Co., Ltd. 10,000 25.00

Yangtze Insurance Association, Ltd. 8,000 25.00

FIRE INSURANCES.

China Fire Insurance Co., Ltd. 20,000

through China Fire Insurance Co., Ltd. 8,000

Shots Fire Insurance Co., Ltd. 20,000

Fire and Marine Insurance Co., Ltd. 40,000

Books.

Hongkong and Shanghai Bank Corp. 125 125

New Issue.

Marine Insurance Co., Ltd. 10,000 25.00

Marine Insurance Co., Ltd. 24,000 25.00

James Insurance Co., Ltd. 1,000 25.00

North China Insurance Co., Ltd. 5,000 25.00

Shots Insurance Co., Ltd. 10,000 25.00

Union Insurance Society Co., Ltd. 10,000 25.00

Yangtze Insurance Association, Ltd. 8,000 25.00

Fire and Marine Insurance Co., Ltd. 20,000

Books.

Hongkong and Shanghai Bank Corp. 100 100

New Issue.

Marine Insurance Co., Ltd. 10,000 25.00

Marine Insurance Co., Ltd. 24,000 25.00

James Insurance Co., Ltd. 1,000 25.00

North China Insurance Co., Ltd. 5,000 25.00

Shots Insurance Co., Ltd. 10,000 25.00

Union Insurance Society Co., Ltd. 10,000 25.00

Yangtze Insurance Association, Ltd. 8,000 25.00

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